

THE POLYNESIAN.

SATURDAY, SEPTEMBER 2, 1854.

Explanatory.

We have received a communication inquiring upon what grounds we were led to believe the statement uttered, quoted by us from the *Boston Post of June 17th*, "that the Consuls of Great Britain and France have ever attempted to destroy the public sentiment of the Hawaiian Islands in favor of annexation to the United States, by representing to the people that if they suffer themselves to be annexed, they will all be made slaves."

We confess to some surprise at the question of our correspondent, but will nevertheless explain our position, and give our reasons, briefly, which are as follows:

1st. Because we have no proof that they have ever made such representations for the purpose mentioned.

2d. Because no honest and honorable man could have made such representations, destitute as they are of the slightest shadow of truth.

3d. Because the employment of such an argument, preposterous and wicked as it would be, would not fail to be exposed, and would result with tremendous effect upon those who employed it. No cause was ever sustained, efficiently by falsehood.

4th. Because, however much the Consuls of Great Britain and France may be opposed to annexation, we regarded them as too wise and too honorable to employ such a subterfuge as that charged upon them in opposing it.

These being the prominent reasons for the opinion we expressed, we shall need other proof than an occasional rumor, to believe the gentlemen referred to guilty of such "wicked slanders upon the United States, as well as shameful attempts to impose upon the credulity of a simple and worthy people." Our incredulity was based upon the absurdity of the conduct charged, its want of truth for a foundation, and a generous impulse towards human nature in general, rather than upon a personal and demonstrable knowledge that such was not the case.

Ships, Shipping, &c.

—The Hamburg brig *PRIMO*, Elderts, arrived at this port on the 28th, from Hamburg via Tahiti, with balance of Cargo of general merchandise.

—The U. S. S. *MARY*, Capt. Bailey, arrived on the 28th, in 29 days from Callao. The *POWERSMOUTH*, Capt. Dorain, we learn, was soon to follow, and may be looked for at the islands in the course of a few weeks. The report in the *Argus* of Thursday that the U. S. Frigate *St. Lawrence* and the French Frigate *Alceste* had sailed for these islands before the sailing of the *St. Marys*, is incorrect. Both those ships, as well as a Dutch Frigate, were at Callao, but where bound was not known.

—The Am. bark JOHN CASKIE, sailed on the 29th for Callao, and British ship *CONCORANT* on the 30th, for San Francisco.

—Aug. 30th the Am. schooner *RESTLESS*, Paty, arrived, 13 days from San Francisco, with passengers, mail and a cargo of assorted merchandise. The *Restless* brings the news of her own arrival at San Francisco, which was on the 9th of August, 26 days hence. She sailed again Aug. 16th, and arrived as above.

—The bark *WAVELET*, Green, and schooner *LADY JANE*, Garvey, both arrived at S. F. on the 14th Aug.—the former in 21, and the latter in 17 days from this port.

—The clipper ship N. B. PALMER, Low, arrived at New York on the 14th of July, 82 days from this port. She sailed hence April 22d, with Messrs. Marshall, Everett, and other passengers.

—The bark *MADONNA* and *WAVELET* are advertised in the San Francisco papers for immediate despatch for this port.

—The steamer *POLYNESIAN*, Capt. Rogers, was advertised to have sailed from San Francisco for this port on the 23d inst., in which case she may be looked for to-day.

—The steamer *AKAMAI*, which sailed for Lahaina on Tuesday evening, was obliged to return on Wednesday morning, having escaped foundering only by constant pumping and bailing. The occasion of this disaster was that she was greatly overloaded, having four or five hundred passengers and 19 horses on board. When she left it was with her guards under water, and apprehensions were entertained by many that she would meet with some disaster. Had the weather been calm, she might have made the passage to Lahaina safely, where a large number of the passengers were to land; but about 10 P. M., she was struck by a squall, and the wind soon raised such a sea that she commenced leaking badly. The pumps did not discharge the water as fast as it came in, and it finally came in on deck and run down the hatches. In this critical situation, Capt. Lightall got her about, and succeeded in keeping her afloat until she entered the harbor. All her passengers were safely landed, with all their baggage, a result which was almost miraculous. From all we have recently heard of the *AKAMAI*, we are of the opinion that she is past service and should be condemned as unfit to convey passengers between the islands where the weather is often boisterous; lives should not be endangered by an old leaky craft that may some day, if permitted to run, send hundreds to the bottom. At all events, the government should have a thorough survey made of her condition, by disinterested persons, and if she is unworthy, other and better boats should be substituted. We hear the *SEA BIRD* is now on the way from San Francisco to be put into the coasting trade, and may be expected next week. We hope the news is true.

—The following vessels are advertised in the *Alta California* of Aug. 16, for Honolulu, in addition to those previously noticed:—Clipper ship *STAGMOUND*, and schooners *LADY JANE* and *GENERAL MORGAN*, all to meet with despatch.

—Three or four ships have been libelled and sold in San Francisco, for a violation of the passenger act, in carrying more than their tonnage allowed.

—Arrived at this port, Aug. 31, British ship *AUSTRALIA*, Chappe, 15 days from San Francisco, bound to Hong Kong.

—The Am. Ship *WASHINGTON*, Allston, Howe, sailed this day for Calcutta.

—The steamer *PEYTONA*, Sampson, is advertised in another column to sail for San Francisco on or about the 6th inst. We understand she has a full freight engaged, and several passengers.

POSTSCRIPT.

Arrival of the Peytona.

NINE DAYS FROM SAN FRANCISCO

NO MAIL.

The beautiful steamship *PEYTONA*, F. A. Sampson, Esq., Commander, arrived at this port early this morning, after a part of our edition had been worked off. We stop the press to announce her arrival, and give below her list of passengers. She arrived off the harbor last evening, but did not come in till this morning.

The *Peytona* brought no mail: the mail of July 20th being on board the *Lady Jane*, which sailed on the 22d, one day before the *Peytona*.

Inward per *PEYTONA*.—Geo. A. Lathrop and Lady, Mrs. C. C. Porter, Mrs. E. M. O'Brien, J. R. Dow, Geo. Wilkes, H. H. Bell, W. C. Reedy, Alfred Moore, H. Dickinson, Capt. Wm. Stott, J. D. Blair, Edmunds, W. S. Weston, Dr. B. F. Hardy, L. H. Mandelbaum, Amos Brown, W. F. Williams, Edward Burgess, G. Langus, S. W. Mitchell, G. W. Rogers, Capt. Beiser, Chas. Chapman, Wm. Finckbecker, L. H. H. Hinson, I. Stein, S. Williams, I. Odell, George Tomlinson, Wm. H. Perry, G. Roman, M. Keeney, H. Smith and two Chinamen.

We are indebted to Capt. Sampson, Wells, Fargo & Co.'s Express, and to Adams & Co.'s Express, for San Francisco papers to July 23d.

The bark *WAVELET* had sailed for New York. The *Madonna* and *Lady Jane* both sailed the 22d for this port.

A Russian bark had been captured off Valparaiso by the French Steamer *Phoque* on the 30th June, bound from Havana to Valparaiso.

An English ship, the *Skimmer* of the Seas, was reported to have been captured by a Russian Frigate, off the Loo Choo Islands.

The *Amphitrite* and *Artemise* arrived at San Francisco on the 17th August, and would remain about a fortnight.

The *Peytona* takes the place of the *Polynesian* for this trip, to allow time to make some alterations in the machinery of the latter, which experience has proved necessary. She is to follow about the middle of the present month, and we most earnestly hope the mail of August 20th will be despatched by her.

The *Peytona* will sail from this port for San Francisco on Wednesday next, the 6th inst.

40 days from New-York!!

52 days from Europe!!

MAIL OF JULY 5th!

Papers of July 19th from New-York.

By the arrival of the schooner *RESTLESS*, Capt. Paty, 13 days from San Francisco, we are in possession of New York papers to July 19th, and from San Francisco to the 10th Aug.

We are under special obligations to Wells, Fargo & Co.'s Express, Capt. Paty, J. W. Sullivan and the Noisy Carrier, of San Francisco, for late files, for which we would express our thanks.

The news by this arrival is highly interesting, as will be seen by the extracts below.

EUROPE.

The steamship *Niagara* left Liverpool on the 8th inst., and arrived at Halifax at five o'clock yesterday afternoon. By her we have received three days later news from Europe. The intelligence from the seat of war by this arrival somewhat breaks the monotony which has so far distinguished the contest. Near Silistria, on the 21st ult., a battle commenced between the Turks and the rearward of the Russian army, numbering 25,000 men, in which the latter, after a severe struggle, which lasted two days, retreated with a loss of 2,500 men. As an offset to this, a battle took place on the 9th ult., in Asia, in which the Turks suffered a disastrous defeat, losing a large number of cannon and several standards. This statement had been denied, but was believed to be true. From the Black Sea, we learn that, on the 27th ult., a detachment of eight Russian steamers left Sebastopol and attacked three ships of the allied fleet. A running fight ensued, but the result is not given. We infer that the three ships made good their escape. Some shots had been fired into the batteries at Cronstadt, and there had been fighting on a small scale in almost every direction, without any marked result.

But the most important intelligence is that which relates to the position of the Northern Powers. The *Car* has replied to the invitation of Austria and Prussia to evacuate the Principalities. He will evacuate Wallachia and leave free the Danube, which he deems sufficient to satisfy the demands of Austria, but will retain Moldavia for ulterior purposes. In his answer to Prussia he states that he will resign the protectorate of the Greek Christians when Turkey shall be placed under the protectorate of the five Powers, and that he will evacuate the Principalities when the Western Powers evacuate Turkey.

The insurrection in Syria has already reached formidable proportions. A battle had been fought between the insurgents and the royals at Vico, in which the former, after a desperate conflict, were compelled to give way. So far only the soldiers have taken part in the movement. It is evident that the first decisive blow on either side will effectually decide the fate of both parties.

ITEMS.

PHINEAS B. SANDERS.—The last steamer, says the *S. F. Sun*, brought to us the sad and painful intelligence of the decease of our esteemed friend and former companion, Phineas B. Sanders, eldest son of Beverly C. Sanders, Esq., of this City. He departed this life on the 4th July last, while on the voyage from Honolulu to New York, on board the ship N. B. Palmer. Mr. Sanders had for some time been in delicate health, and in the hope of restoring it, he undertook a voyage to the Sandwich Islands, for which he sailed in the latter part of December, 1853; but the "grim monster," and almost marked him for his own, and Consumption, that fell destroyer of youthful hopes, had fastened on his vitals. But receiving no benefit from the change, and feeling that his end was fast approaching, he resolved to attempt to reach home by the strong and earnest hope of once more beholding the place of his birth, and the scenes of his childhood, eager again to throw himself into the arms of his affectionate mother, and press the hands of the friends of his youth, he tempted the voyage with dissolution staring him in the face. When within ten days of the arrival of the ship at its destined haven he rendered up his spirit to the God who gave it. The melancholy announcement has thrown a deep shade of gloom over a large circle of appreciating friends in this city, by whom he was beloved for so many admirable qualities, and genuine worth. Kind, generous and affectionate, open-hearted and a true and devoted friend, he has passed away, in the 23d year of his age, in the flower of his youth and the spring time of his manhood, to that "mansion not built with hands, eternal in the heavens."

None knew him but to love,
None named him but to grieve.

PASSAGE OF THE PACIFIC TELEGRAPH BILL.—On the 18th of July, the U. S. Senate finally passed the bill authorizing the construction of a line of telegraph from the Mississippi River to San Francisco, by a vote of 30 to 19. The bill gives to the contractor two millions acres of land for the construction of the line of telegraph from the Mississippi River to San Francisco, within two years; the government to be allowed to transmit, free of cost, eight thousand words monthly; stations to be kept up at each hundred miles. The rates to be charged are double those charged in lines now in operation, but as the cost of constructing a subterranean line, and keeping it in repair, is three times that of other lines, this increase of rates is considered but just.

Affairs on the Danube.

RAISING OF THE SIEGE OF SILISTRIA.—The advice by the last steamer informed us of the gallant defence of Silistria by the Turks, and the departure of Omer Pacha from Schumla to their relief. The siege was commenced on the 17th of May, and has been carried on incessantly, and with equal bravery on both sides, up to the 15th of June.

Repeated storming parties were directed against the entrenchments, mines and counter-mines were exploded, causing immense slaughter to both besiegers and besieged. Musa Pacha, the brave Turkish commander, was killed by a shell; after which Prince Paskiewitch, the Russian commander, was struck and disabled by a spent ball and will probably die.

On the 13th June a tremendous attack was ordered under Generals Gortschakoff and Schilders, but after severe fighting, the Russians were repulsed, and a Turkish brigade sent from Schumla by Omer Pacha, succeeded in opening the fortress. Thus reinforced, the garrison, on the 15th, made a sortie. Desperate hand to hand contest ensued, and ended in the complete discomfiture of the Russians. Prince Gortschakoff was severely wounded, Gen. Schilders had his leg shot off, and two other generals were killed.

The garrison on this occasion was assisted by the corps sent from Schumla to their relief by Omer Pacha. Some of the troops of the latter took part in the battle on the 13th, and the junction of the entire corps was effected on the evening of that day.

A despatch from Vienna, dated the 26th inst., says:—The Russians are in full retreat to Moldavia. The Russians in the Dobruza are also retreating. A Turkish army 20,000 strong, is advancing to relieve Rossova. Omer Pacha is advancing with his entire force on the Danube.

THE RUSSIAN ARMY RETREATING.—Paris, Monday, June 26.—The *Moniteur* publishes intelligence from Bucharest of the 23d, received by telegraph via Belgrade. It says:—The siege of Silistria, suspended on the 13th, has now been raised by superior order. The Russians have evacuated Giurgio, and the whole Muscovite army is about to retire beyond the Pruth.

CONSTANTINOPLE (in Transylvania) June 19.—The Russians are in full retreat in all haste. They take with them the horses, oxen, wheat, and everything movable on which they can lay their hands, leaving nothing behind but their wretched paper money.

THE AUSTRIANS ENTERING THE PRINCIPALITIES.—Paris, Tuesday morning, June 27.—The *Moniteur* announces that a despatch received from Vienna, dated Monday, states that the entry of the Austrians into the Principalities is decided on, and Count Coromani, with the 1st division, to be followed closely by a second, is ready to descend the Danube to Giurgio, whence he will march to Bucharest. A later despatch says, all that is yet known respecting the Austrian occupation of Wallachia, is, that on the 2d instant, seventeen steamers, with Austrian troops on board, had dropped down the Danube.

IMPORTANT BATTLE.—On the 21st and 22d ult., an important battle was fought. The particulars are derived from a despatch stating that the Turks under Giorle Meher Pacha fell on the Russian rearward of 25,000, near Silistria, on the 21st. The battle lasted during two days, and the Russians lost 2500 killed. They, however, made good their retreat.

The Russians continued their concentration towards the Sereth and Pruth, but apparently mean to return to Matschin, Istschka and Tulceka, on the right bank of the Danube.

STAND OF THE RUSSIANS IN MOLDAVIA.—The Russians have made a stand in Moldavia, and the *Car* refuses, precipitately, to withdraw any further. The common report is, that an army of 25,000 Austrians will attempt to drive them thence. The Russians defend the line of the Sereth, and their recent movement has the appearance of concentrating their forces with direct hostile reference to Austria.

In reference to the Austrian movements, the *London Times* of July 5, says: "It is stated in all the late accounts from Germany, that on Monday, the 3d July, exactly one year from the day on which the Russians crossed the Pruth last year, Gen. Coromani marched at the head of a column of 25,000 Austrian troops from Orsova into Wallachia, and that he will immediately be followed, in the course of the present week, by other detachments of the Imperial Army sent to execute the treaty between Austria and the Porte, and if necessary, to compel the Russians from the territory they had seized."

THE RUSSIAN COMMANDER.—General Dumenburg has succeeded to the chief in command of the Russian forces on the Danube, in consequence of the wounds received by the general in command.

General Luders had his jaw carried away by a cannon ball.

THE RUSSIAN LOSS.—The official list of the Russian army on the Danube, shows a loss of 50,000 since the crossing of the Pruth.

NAVAL AFFAIRS ON THE BLACK SEA.—The Russian fleet, on the 24th of June, eight Russian steamers came out of Sebastopol, and attacked three of the allied ships at the batteries. The allied ships engaged were the *Furious*, *Terrible*, and *Descartes*. The affair seems to have been a running fight. The *Furious* was considerably damaged. The main body of the allied fleet were at Baldjik. Some English boats, taking soundings at the mouth of the Dnieper, had exchanged fire with some Cossacks.

CAPTURE OF PRIZES.—The *Sidon* and *Indefatigable* arrived at Balteschick on the 22d June, from the mouth of the Danube, each having three vessels in tow, one of which was a sailing ship, and two of them with provisions for the crew. Three of them were under Dutch, two under Greek, and one under Neapolitan colors. The boats of the *Indefatigable* were fired upon by the enemy as they went to cut out one of the prizes, but no further harm was done than sending a bullet through one of the paddle-box boats. The fire was returned, but with what effect is not known.

BLOCKADE OF THE MOUTHS OF THE DANUBE.—Admirals Dundas and Hamelin issued a circular on the 7th June, announcing the close blockade of the mouths of the Danube.

THE RUSSIAN FLEET AT SEBASTOPOL.—The Constantinople correspondent of the *Times* writes: "Unless the enemy leave Sebastopol, it is difficult to see what can be done in that quarter, except to watch the harbor closely and distress the Empire by the destruction of its maritime trade. Every means has been used to draw the Russians from the security of their batteries. First, the fleet approached, leaving behind two of the three-deckers, which were sufficiently near to come to the assistance of the squadron in case of need. It was thought that the appearance of a diminished force would tempt the enemy to a sortie, but the Muscovite admiral remained immovable."

BOMBARDMENT OF BOMASUND.—Sir Charles Napier's fleet was lying in line-off before Cronstadt, but up to June 29th no attack had been made. The English frigate *Desperate* fired some shots which the batteries returned.

The *London Times* says it is quite probable that Sir C. Napier intends to offer battle to the Russian fleet, or to commence the defence of Cronstadt, rather than to make a regular attack on that place. At the same time he is desirous to ascertain whether it is possible to give a more systematic character to these operations than they have yet had, and to learn the effect of the fire of the large ships upon the Russian land defences.

REPULSION OF THE CAR TO AUSTRIA AND PRUSSIA.—On the 14th inst., a treaty was signed at Constantinople between Austria and the Porte. By this treaty, Austria, it is said, engages herself to occupy the Danubian Principalities after their evacuation by the Russians; and should they not evacuate them voluntarily, to compel Russia to do so by force of arms. In other words, Austria is bound to declare war to Russia, if that power does not immediately withdraw.

There is also another version of this convention. According to it Austria simply binds herself to take such measures as she may deem necessary to attain her object. This is the more likely version of the two. All along the Vienna Cabinet has endeavored to maintain her liberty of action: it has refused to take formal engagements, and it is not likely it would abandon this cautious reserve before the answer from St. Petersburg has arrived at the last summons.

OTHER OPERATIONS OF THE FLEET.—Two English

steamers destroyed the wharf and some gun boats at Kemi, Gulf of Bothnia.

All Russian pilots are sent into the interior.

The British, under Admiral Plummeridge, had taken possession of Fornes, unopposed. It was to be fortified as a station for English troops.

Bombardment was a second time commenced on the 26th and 27th of June, and the fortifications were destroyed.

NEUTRAL SHIPS.—Fourteen neutral merchant ships now in Riga have petitioned Admiral Napier to permit them to leave.

THE INSURRECTION IN MADRID.—A military insurrection broke out at Madrid on the 28th ult., led by Gen. O'Donnell. The Garrison fraternized with the insurgents, and Gen. O'Donnell threatened to attack the palace. He had also proposed the abdication of the Queen. Four thousand troops had marched from Madrid to Toledo. At last accounts Madrid was tranquil.

The Royal School.

As will be seen by the following Circular, Mr. E. G. Beckwith has retired from the Royal School, at Punahou, which has been re-organized and taken a new position before the community. Mr. G. E. Beckwith has also retired on account of health.

A question of serious import is now presented to those parents in Honolulu who have children to educate, and to whom it will be exceedingly inconvenient, if not altogether impracticable, to send their children two or three miles to Punahou, especially in the fall and winter, when storms and rains abound.

We have conversed with several parents on this subject, and but one opinion prevails among them. The Royal School should be at once reformed, and put upon the same footing as before, at least, so far as all studies in the English language are concerned. This alone can meet the wants of the community, where children requiring the advantages of education are rapidly increasing. This is our own opinion of the necessities of the case; and with such views, we hope the Minister of Public Instruction will lose no time in providing that school with the requisite teachers, to keep it in efficient operation. We feel quite sure that nothing short of this will give satisfaction, or provide for a necessity now existing.

(From the Friend of Sept. 1.)

OAHU COLLEGE, Circular.

More than a year ago, a charter was secured for a College on the Islands. The Trustees have since been seeking for a President to take charge of the Institution. They are happy to announce that they have now secured, for this post, the services of Mr. E. G. Beckwith, for some time past, Principal of the Royal School. His experience and success as a teacher, and his eminent qualifications, for this post, will, we have no doubt, the public favor for the institution.

The President will, for the present, instruct in Mathematics, the Natural Sciences, English Literature, and Intellectual Philosophy.

Rev. Mr. Dole, Professor of Languages, will instruct in the Ancient and Modern Languages, Geography, History, and Moral Philosophy.

The Trustees deem it proper to state, that they do not hold out before the community the idea of a liberally endowed institution, with a full corps of Professors. The College is now in its infancy, without endowments, having only the pledge of being sustained till enlightened and Christian people in this and other lands, shall appreciate the necessity of such an institution, and be prepared to supply its wants, or till time shall demonstrate its utility.

It is probable that for several years the number of students will be small. It is not expected that any class will present themselves for admission to the Collegiate department for several months, though arrangements have been made to commence a class as soon as any are prepared to enter. Meanwhile, the Preparatory department will be organized with special reference to the future wants of the College.

The following Prospectus has been prepared for the information of all who may feel an interest in the Institution.

The Institution is located at Punahou, two miles from Honolulu.

The laws of the Institution are intended to accomplish, as far as possible, the following objects:—

1. To enable a student to pursue any single course which may be thought to be for his advantage.

2. To enable a student to pursue, for a single term, a single year, or any greater length of time, such studies as his present or guardian, in consultation with the Faculty, may believe to be for his advantage.

3. To allow students who are candidates for degrees, to pursue the studies necessary for a degree, in a longer or shorter time, as their circumstances or ability will permit; the Faculty, however, having the right so to direct the studies as to prevent idleness or superficial haste.

PREPARATORY DEPARTMENT.

For the present the Preparatory Department is open to any pupils of good moral character, whether intending to become members of the Collegiate Department or not. They can sustain an examination satisfactory to the teachers, in Colburn's Mental Arithmetic, the elementary principles of English Grammar, Topical Geography, Reading, and Spelling.

The studies pursued in this Department are Mathematics, including Arithmetic, Algebra, and Geometry; English Language, including Orthography, Etymology, and Rhetoric; Latin, Greek, and French; and Reading; Belles Lettres, including Oratory and the Analysis and Criticism of English Poetry; Geography; History, Sacred and Profane; Natural Sciences, including the Elementary Principles of Natural Philosophy, Physiology, and Astronomy; Vocal Music, and the Ancient Languages.

Instruction will be given in Instrumental Music, Writing, and Drawing, at an extra charge whenever there is a sufficient number of pupils who wish to attend to these branches to make it desirable.

COLLEGIATE DEPARTMENT.

The degrees conferred by the College, in course, are three, Master of Arts, Bachelor of Arts, and Bachelor of Philosophy.

Those wishing to enter the Institution as candidates for the degree of A. M., will be examined in English, Latin, and Greek Grammar; Arithmetic, Algebra to Ratio; Physiology; Cicero's Select Orations, Sallust or its equivalent, and Virgil, and in the Greek Reader or its equivalent.

For the degree of A. B., one of the Ancient Languages may be omitted, and for the degree of B. P., neither will be required.

The degree of A. M., is intended for those who wish to pursue a full course of Academic education, as prescribed in the Laws of the College, and this course will require four or five years of study.

The degree of A. B., is designed for those who wish to prepare themselves for the different professions, and yet are not able to pursue a complete course. This course will require three or four years of study, being nearly the same as for the degree of A. M., except one Ancient Language.

The degree of B. P., is intended for those who wish to prepare for the pursuits of active life. In this course the Ancient Languages may be omitted, but one Modern Language will be required and a complete course in Book-keeping, accompanied with lectures upon Commerce and mercantile Transactions.

No pupil will be entitled to a degree in course, without having been a member of the College at least two terms, and having passed a thorough examination in the studies prescribed in the College Laws.

TERMS AND VACATIONS.

The year will be divided into three terms of twelve weeks each. The first term will commence on the first Wednesday in August.

There will be three vacations during the year, the first of one week, the second of three weeks, and the third of twelve weeks.

TUITION AND BOARD.

Twelve dollars per term will be charged for tuition, making no deduction for parts of a term, except in cases of extraordinary sickness.

Students can be boarded in the boarding establishment connected with the Institution, at \$5.40 weekly, including room-rent, lights and washing; paid to be made in advance. Students are expected to furnish their own rooms.

SESSION.

The Preparatory Department will be in session from 9 o'clock, A. M., till 2 o'clock, P. M.

TIMES OF ADMISSION.

The commencement of the Academic year is the regular time for the admission of Pupils. None will be received at any other time, unless they are prepared to enter some of the existing classes.

E. W. C. BAKER.

S. W. CASTLE.

S. C. DAMON.

L. SMITH.

R. ARMSTRONG.

Com. of Trustees.

*The first term of the present year will commence on Wednesday, September 13th, leaving but half a term before the first vacation, for which tuition will be charged accordingly.

Salutes were exchanged between the government and the U. S. S. *Marys* on Monday. On Tuesday, His Excellency the Governor of Oahu visited the ship and received the customary salute.

We are not positively advised of the movements of the *St. Marys*, yet, we cannot but hope her stay may be prolonged during the shipping season, when a very large number of American ships, and millions or tens of millions of American property will be congregated in our ports. As we have often remarked before, we repeat the idea with accumulated evidence of its importance and truth, that if there is a port in the world where the amount of American shipping and interests demand the presence of a ship in the public service, that port is Honolulu, from September to April.

The following is the

List of Officers, &c.

Commander THEODORE BAILEY, Esq., Lieutenants, John L. King, James M. Frisley, Charles W. Hayes, Act'g Lieutenants, R. M. McArana.

Act'g Master, Thomas Roney, Purser, G. H. White, Asst'g Surgeon, Edward F. Drayton, Lieut' of Marines, James Wiley, Passed Midshipmen, James E. Joutet, John J. Cornwell, A. E. Benham, Midshipman, Robert Boyd, Jr., Captain's Clerk, Lewis H. Wheeler, Book-keeper, Edward Kenney, Gunner, J. D. Boequer, Carpenter, S. B. Cooke, Sail-maker, John King.